

RESTRICTED

DEPARTMENT OF STATE
INTERNATIONAL RELATIONS AND INTELLIGENCE SERVICE
Research and Analysis Branch

R & A No. 2552.2

JAPANESE PRODUCTION INDUSTRIES. Part II.

The Aircraft Industry

Description

Discussion of the Japanese aircraft industry; corporate structure and the history of governmental control receive the major emphasis. The capacity, technological aspects of this industry are also discussed.

31 October 1945

II. THE AIRCRAFT INDUSTRY

A. Aircraft Production: Physical and Technical Aspects

Aircraft commanded top priority in the Japanese war production program. After 1941, strenuous efforts were made to increase plant output by the construction and equipment of new manufacturing facilities, by conversion of plant capacity less essential to the war program, and by diversion of labor and material resources to the aircraft program. Under this stimulus, aircraft production in Japan increased rapidly, but output was always small in comparison with U.S. productions, which reached upwards of 8,000 planes a month by the end of 1944.

Table 3. OFFICIAL JAPANESE REPORT AND AMERICAN JOINT TARGET GROUP ESTIMATES
OF JAPANESE AIRCRAFT PRODUCTION TRENDS

Domest		U.D.M.I.S.
(4 September 1945; all types)		(30 August 1945; (aircraft: combat only)
Low	Dec. 1941 - 550	428
	Dec. 1942 - 1,054	803
	Dec. 1943 - 2,096	1,448
Peak	June 1944 - 2,357	2,034
	Dec. 1944 - 2,204	2,450
	July 1945 - 1,003	1,850

Note: If Trainer and Reconnaissance types are assigned a value of roughly 25 percent of total aircraft production, American estimates and Japanese official reports are comparable until December 1944 when the Japanese figures are considered to be far too low, by contrast with the best American estimates.

In order to achieve her 1944 level of aircraft production, it is believed that Japan was employing over 750,000 workers. Of this number, it has been estimated that about one-eighth were women. (See R & A 2271, Industrial Distribution of The Population of Japan.

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B. Organization of the Aircraft Industry.

1. Brief History.

The origin of the Japanese aircraft industry coincides with World War I. Shortly before the war, Japan sent army and navy officers to France to study European developments in aerial warfare. During the years 1917-18, two private companies, Nakajima and Mitsubishi, and the Naval Arsenal at Hiro, built the first aircraft plants. Because of Japanese technical backwardness, these were based on foreign models. This dependence on copies or adaptations of foreign designs -- British, French, German, and American -- and the employment of foreign engineers and producers, was to continue to a

decreasing but still dominant degree until the eve of World War II. By the end of 1937, the Japanese had succeeded in creating two or three types of airplanes of their own design.

* * * New companies were organized and the existing ones -- Mitsubishi, Nakajima, and Kawasaki -- were enlarged. With the conquest of Manchuria, Japan worked hard to create her own models, culminating in the successes of 1937. It was during the latter part of this period, too, that the aluminum and magnesium industries were first developed (1934-35).

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According to the Japanese Ministry of the Navy, in 1938-39, private industry composed 70-75 percent of the entire Japanese aircraft industry. The relatively satisfactory types produced at this time, formed the nucleus of the Japanese air force at the beginning of the war.

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3. Government Encouragement: Aircraft Manufacturing Industry Law.

The government's constant interest in the aircraft industry has increased in recent years. * * * As a result, aircraft manufacturers of "doubtful competency and background" began to spring up all over Japan. Realizing the importance of the industry to the military program and the necessity for its control, the Government in 1938 passed the Aircraft Manufacturing Industry Law, requiring government license of all firms engaged in the manufacture of airframes weighing over 350 kilograms, or of engines of stroke volume capacity over 3,500 c.c. Licenses were granted only to companies having a minimum capitalization of ¥ 3,000,000 and an annual capacity of 100 tons of airframes, or 300 engines or propellers. In return for government authority over production, licensed companies were in a position to receive substantial monetary grants, tax exemptions, and import privileges. The salient features of the law are as follows:

Government Control:

(i) The Government may determine specifications; control prices, terms, and the supply of planes and parts; merge or dissolve companies; and

transfer, discontinue, or suspend manufacture of all or part of their products.

(ii) Under a military clause, the Government may issue instructions regarding plant expansion, manufacturing research, training of technicians; cooperation with other plants, storage of raw materials, drafting of plants, employees, or equipment; guards and counterespionage.

(iii) Land may be appropriated for plants or fields.

Manufacturers' Benefits:

(i) The Government compensates the manufacturers for losses. Subsidies are granted for airplane parts and materials not previously produced in Japan.

(ii) Under certain conditions manufacturers are exempt from income tax, business profit tax, and local taxes for six years. Import duties for tools for the industry were to be abolished for five years.

(iii) Capital may be increased for plant expansion and bonds may be sold in excess of the legal limits for the purchase of equipment.

Miscellaneous Data:

(i) Licenses are issued separately for aircraft manufacture and assembly.

(ii) The Aircraft Technical Commission was to be organized with 20 members under the Minister of Communications (Tsushin-sho). Its primary function is the standardization of aircraft. Any violation of the government regulations subjects the firm to fines varying from ¥ 500 to ¥ 2,000. (See Appendix IIc for text of the above-mentioned law).

4. Concentration of Production.

Whatever the reasons advanced for these measures, the manufacture of all military airplanes and of the relatively insignificant number of airplanes for the civil airlines was then concentrated in the hands of 14 licensed firms. (See Appendix IIc for details concerning the 14 originally licensed companies). These companies were licensed for the production of complete airframes, engines, and propellers; the subcontracting of component parts to other producers was encouraged.

5. Government Arsenals.

In addition to the production by the licensed civil companies, the naval aircraft factories at Hiro, Yokosuka, and Sasebo had at least a small production capacity. Recently they are believed to have confined their activities principally to research, experiment, and testing, and to the manufacture of models for later development of private mass production.^{1/} Sasebo produced a single-engine float type fighter plane; Omura was equipped to manufacture engines and assemble planes. Mention should also be made of the Tachikawa Army Air Arsenal in Tokyo prefecture, which was assigned a small percentage of total aircraft manufacture and did considerable research on new models.

6. Nature of the License Companies.

The licensed companies were of two types. Some were "integrated" companies -- that is, they produced in their own plants a large portion of the principal components going into the aircraft they manufactured. Others specialized in particular aircraft components. The most important "integrated" companies were Mitsubishi Jukogyo, Nakajima Hikoki, Kawasaki Kokuki, and Aichi Tokai Denki. Mitsubishi and Nakajima were the two names most often associated with Japanese aircraft, and the greatest proportion of planes had their final imprint, although they contained parts from many other sources. Companies such as these generally embraced several manufacturing plants. Other licensed companies, by contrast, are known to have been highly specialized. Sumitomo Kinzoku and Nippon Gakki Seizo (Japan Musical Instrument) produced propellers for several different plane types. Ishikawajima Koku Kogyo (Ishikawajima Aircraft) and Hitachi Kokuki (Hitachi Aircraft) manufactured engines on a smaller

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But they also engaged in mass production of privately developed aircraft and engines. Thus the "Judy" bomber and the new Nakajima Homare engine were made at Hiro.

scale, the latter making trainer engines mainly. Matsuda Tekkosho made components and probably assembled planes. Showa Hikoki Kogyo (Showa Aircraft Industry) manufactured a transport plane copied from the U.S. D.C.-3 (C-47).

7. Research and Development.

Realizing that Japanese aviation products would continue to be several years behind foreign material unless adequate provision were made for research, design, and testing, the Government set up an Aeronautical Research Institute under direction of Tokyo Imperial University in 1918. Experimental laboratories were similarly instituted by the Army and Navy Air Services. The larger civil producers had their own departments for research and design which worked for either the Army or Navy, or, in a few cases, for both. The Army and Navy made heavy demands upon the aircraft companies for the experimentation and development of new military aircraft and endeavored to allocate their orders to compensate for experimentation undertaken. In theory, all these agencies were to work in close harmony for the advancement of Japanese aviation. Actually, there appears to have been a lack of coordination, and to remedy this the Government in the 1938-39 budget provided an original sum of ¥ 500,000 for the establishment of a Central Institute of Aeronautical Research under the Aviation Bureau (Roku-Koku) of the Communications Ministry, (Tsushin-sho). The object, in addition to providing newer and better equipment, was undoubtedly to provide a central controlling head for the coordination of all research having to do with aviation. The cost of the entire project was to be ¥ 130,000,000.

* * * * *

(a) Institutions Operating in 1941.

(1) The Aeronautical Research Institute. Located at Komaba, a suburb in the western part of Tokyo, one mile west of the Shibuya station on the Yamanote line. It has confined its work primarily to pure scientific research and secondarily to the practical application of its discoveries to actual airplane design. There are twelve sections devoted to physics, chemistry, metallurgy, materials, wind tunnel work, engines, airframes,

instruments, physiology, construction, diesel engines and propellers. Equipment, while considered modern in 1939, has long been outstripped by that used abroad. Some of the Institute's important work has been in the field of diesel engines, the designs of which were turned over to Mitsubishi for building and into the design for the long distance "Kamikaze" which flew from Tokyo to London in 1937.

* * * * *

The Ministry having been inaugurated to carry out this policy with particular emphasis on aircraft, an Aviation Ordnance Bureau (Koku Heiki-kyoku) was created within the Ministry to take over from the War and Navy Ministries all their former administrative functions concerning aircraft and related industries. This transfer, which became effective on 15 January 1944, appeared to represent a coordination rather than a shifting of responsibility, because the Bureau was to be staffed principally by officers of the Army and Navy. Lt. Gen. Saburo Endo was designated as Chief of the Bureau.

(ii) Aviation Industrial Association (Koku Kogyo Kai): Semi-official Cartel. When the new Ministry assumed its duties, an Aviation Industrial Association was formed on 16 January 1944 to coordinate the production of aviation supplies. Formation of this Association indicated that the Japanese Government was hoping to expand production of aircraft by unifying direction and centralizing the priority system. The detailed powers of this Association and similar ones in other industries were derived from the National General Mobilization Law of 1938 and, in particular, from the Major Industries Association Ordinance of 1 September 1941.

The division of functions between the Munitions Ministry and the semi-official Aviation Industrial Association was as follows: the Aviation Ordnance Bureau of the Ministry drafted general production schedules to be assigned to the Association; the Association was then responsible within its field for control of production, the supply of funds, material, and labor required, and the allocation of schedules among its member enterprises. Despite its semi-official title and cast, the Association was effectively dominated by

the industrial leaders in the field and was essentially a business organ. The nature of this domination is revealed in the history of the Association and an analysis of its personnel.

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APPENDIX IIc

AIRCRAFT MANUFACTURING INDUSTRY LAW

(A Translation of the Full Text Taken from the Official Gazette, March 11, 1938)

Article 1. The aircraft manufacturing industry as mentioned in the present law signifies enterprises of manufacturing the aircraft as specified by ordinance or the fuselages, motors, or propellers of the said aircraft.

The manufacture of parts or accessories of aircraft conducted by persons who are engaged in the enterprises as mentioned in the foregoing paragraph or their manufacture of the materials to be used in their enterprises for manufacturing aircraft or their repair of aircraft shall be regarded as a part of their enterprises.

Article 2. Persons who desire to be engaged in the aircraft manufacturing industry shall obtain the permission of the Government.

Article 3. Those who may obtain the permission as mentioned in the foregoing article shall be limited to the joint stock companies (kabushiki kaisha) which were established in accordance with the provisions of the law and ordinance of the Empire and which have the majority of the shareholders, the majority of the directors, the greater part of the capital funds, and the greater part of the right to vote represented by the subjects of the Empire or the juridical persons which were established in accordance with the provisions of the law and ordinance of the Empire.

The juridical persons as mentioned in the foregoing paragraph shall not have the majority of the staff members, shareholders, or officials executing the business, or the greater part of the capital funds, or the greater part of the right to vote represented by the nationals of foreign countries or the juridical persons of foreign countries.

When persons who have obtained the permission as mentioned in the foregoing article have ceased to be under the provisions of the foregoing two paragraphs, the said permission shall become null and void.

Article 4. The companies which have obtained the permission as mentioned in Article 2 shall commence their enterprises within the periods specified by the Government.

The Government may permit the prolongation of the periods as mentioned in the foregoing paragraph only when it recognizes that there exist good reasons for such prolongation.

When the companies which have obtained the permission as mentioned in Article 2 have failed to commence their enterprises within the periods as mentioned in the foregoing two paragraphs, the permission as prescribed by Article 2 shall become null and void.

Article 5. The companies which are engaged in the aircraft manufacturing industry (to be referred to as aircraft manufacturing companies hereinafter) shall, in accordance with the provisions of ordinance, determine their plans of enterprises and reports to same to the Government. When they desire to change the plans of enterprises, they shall also report the matter to the Government.

The Government may order changes in the plans of enterprises when it deems such measures as necessary.

Article 6. The Government may determine the specifications of the fuselages, motors, propellers, parts, or accessories of the aircraft or materials for manufacturing the aircraft, after referring the matter to the aircraft technical commission.

Aircraft manufacturing companies shall not manufacture or use anything which is subject to the specifications determined in accordance with the provisions of the foregoing paragraph and which does not conform to the specifications. However, an exception is made when the permission of the Government has been obtained (for the manufacture or use of such things).

The regulations concerning the aircraft technical commission shall be determined by Imperial ordinance.

Article 7. When aircraft manufacturing companies desire to transfer, discontinue, or suspend the whole or a part of their enterprises, they shall obtain the permission of the Government in accordance with the provisions of ordinance.

Resolutions for the merger or dissolution of aircraft manufacturing companies shall not take effect unless the approval of the Government has been obtained for them in accordance with the provisions of ordinance.

Article 8. The aircraft manufacturing industry shall be regarded as an industry which may expropriate or use the land as mentioned in Article 2 of the land expropriation law and as such shall be subject to the application of the said law.

Article 9. Aircraft manufacturing companies shall, in accordance with the provisions of Imperial ordinance, be exempted from the income tax and the business profit tax in regard to their enterprises for the year during which the permission as mentioned in Article 2 was obtained and the following 5 years.

Article 10. The Hokkaido, prefectures, cities, towns, and villages and similar bodies shall not impose taxes upon the aircraft manufacturing companies which have obtained exemption from the income tax and the business profit tax in accordance with the provisions of the foregoing article, against their enterprises which have been exempted from the taxes. However, an exception is made when the permission of the Government has been granted in consideration of special circumstances for the imposition of such taxes.

Article 11. When aircraft manufacturing companies import tools, machinery, or materials necessary to their enterprises with the permission of the Government, an exemption from the import duty shall be made for 5 years from the day of the enforcement of the present law under the provisions of ordinance.

Article 12. The Government may grant, under the provisions of ordinance, encouragement money to aircraft manufacturing companies when they are engaged in the manufacture of such kinds of aircraft, fuselages, motors, or propellers which have never been manufactured in this country, within the limits of the budget. Encouragement money may also be granted for the manufacture of such kinds of parts or accessories of aircraft or materials for manufacturing aircraft as have never been manufactured in this country.

Article 13. Aircraft manufacturing companies may, when expanding their enterprises, effect an increase in their capital in order to obtain funds to meet the expenses for establishing facilities belonging to their enterprises, subject to the permission of the Government, even before their capital is fully paid up.

Article 14. Aircraft manufacturing companies may, with the permission of the Government, issue debentures beyond the limits as stipulated by the Commercial law, when obtaining funds to meet the expenses required for establishing facilities belonging to their enterprises. However, the total amount of debentures shall not exceed 200 per cent of the amount of paid stock shares.

The provisions of the foregoing paragraph shall not be applied when the property stated in the last balance sheet to be in the possession of the companies fails to reach the amount of paid stock shares.

Mortgages on the belongings of the enterprises of the companies in accordance with the provisions of the factory mortgage law shall be required for issuing debentures according to the provisions of the first paragraph. However, an exception is made when there exist special circumstances and when the Government recognizes that there is no need for such mortgages.

Article 15. The Government may cause the aircraft manufacturing companies to file reports in regard to the conditions of their business and property.

The Government may issue orders or make disposition, such as are deemed necessary from the standpoint of control, in regard to the business and accounting of aircraft manufacturing companies.

The Government may, when such measures are deemed necessary from the standpoint of control, cause the government officials concerned to inspect the offices of aircraft manufacturing companies, their places of business, factories, warehouses, and other places and examine the conditions of their business or property or documents or books or other articles. In such a case, the government officials concerned shall be caused to carry with them certificates showing their identities.

Article 16. The Government may, when such measures are deemed necessary from the standpoint of public interests, order the aircraft manufacturing companies to change sale prices or sale terms of aircraft, fuselages, motors, or propellers and issue orders with reference to matters required in regard to the supply of these products.

Article 17. The Government may, when such measures are deemed necessary from the military point of view, issue orders to the aircraft manufacturing companies in regard to matters enumerated in the clauses given below. The Government also may issue similar orders in regard to matters enumerated in Clauses 1 to 5 when such measures are deemed necessary from the standpoint of public interests.

1. Expansion or improvement of facilities.
2. Manufacture of the aircraft specified by the Government or the fuselages, motors, or propellers of the aircraft.
3. Researches in regard to special matters concerning aircraft and/or establishment of special facilities concerning aircraft.
4. Training of technicians for the manufacture of aircraft or the fuselages, motors, or propellers of aircraft.
5. Joint use of facilities for manufacturing aircraft or the fuselages, motors, or propellers of aircraft and/or cooperations with other aircraft manufacturing companies.
6. Preservation of materials for the manufacture of aircraft.
7. Offering of employees or factories and other facilities to be used by the Government.
8. Establishment of special plans of enterprises and/or necessary drill in regard to such plans.
9. Guard of factories and/or establishment of facilities required for preventing espionage.
10. Presentation of reference material in regard to aircraft.
11. Matters which are not enumerated in the foregoing clauses and which are considered necessary under special circumstances.

The Government shall, in accordance with the provisions of Imperial ordinance, compensate for the losses incurred owing to the orders issued in regard to Clauses 1 to 4 or Clauses 6 to 11 of the foregoing paragraph.

The orders to be issued concerning the compensation as mentioned in the foregoing paragraph shall be issued within the limits of the total amount of compensation which has been approved by the Imperial Diet as required by such orders.

When the parties concerned have failed to reach an agreement between themselves in regard to their shares of expenses required in the case of Clause 5 of Paragraph 1, the Government shall decide the matter. In case of dissatisfaction with the decision of the Government, an appeal may be made to the ordinary law court within three months following receipt of a notice about the decision.

Article 18. When the Government is about to issue orders in accordance with the provisions of Article 16 or Clause 1 of Paragraph 1 of the foregoing article, or decide the amount of the compensation as mentioned in Paragraph 2 of the foregoing article, it shall refer the matter to the commission on the aircraft manufacturing industry, except in the cases which are otherwise stipulated by Imperial ordinance.

Regulations concerning the commission on the aircraft manufacturing commission shall be determined by Imperial ordinance.

Article 19. When aircraft manufacturing companies have violated the present law or orders issued in accordance with the provisions of the present law or disposition made on the basis of the present law, the Government may suspend or restrict their business, cancel the permission granted to them in accordance with the provisions of Article 2 and/or discharge the directors or auditors performing the duties of directors.

Article 20. The present law shall be applied mutatis mutandis according to the provisions of Imperial ordinance in regard to enterprises of manufacturing parts or accessories of aircraft or materials for the manufacture of aircraft, which do not belong to the aircraft manufacturing industry as mentioned in Article 1.

Article 21. Persons who have violated the provisions of Article 2 by engaging themselves in the aircraft manufacturing industry without obtaining the necessary permission of the Government shall be punished with a fine not exceeding ¥ 5,000.

Article 22. Persons who fall under one of the clauses given hereunder shall be punished with a fine not exceeding ¥ 2,000:

1. Persons who have failed to report their plans of enterprises or execute the plans of enterprises in violation of the provisions of Paragraph 1 of Article 5.

2. Persons who have executed their plans of enterprises in violation of the orders for changes in the plans of enterprises issued in accordance with the provisions of Paragraph 2 of Article 5.

3. Persons who have transferred, discontinued, or suspended their enterprises in violation of the provisions of Paragraph 1 of Article 7.

4. Persons who have violated the orders issued in accordance with the provisions of Article 16 or Paragraph 1 of Article 17.

Article 23. Persons who fall under one of the clauses given hereunder shall be punished with a fine not exceeding ¥ 500:

1. Persons who have failed to file the report as stipulated in Paragraph 1 of Article 15 or filed false reports.

2. Persons who have violated the orders issued, or the disposition made, in accordance with the provisions of Paragraph 2 of Article 15.

3. Persons who have refused, obstructed, or evaded the inspection and/or examination by the government officials concerned as stipulated in Paragraph 3 of Article 15, or refused to answer the questions asked by the government officials concerned, or made false statements in reply to their questions.

Article 24. Aircraft manufacturing companies shall not be immune from punishment for the violation of the present law or orders issued in accordance with the provisions of the present law or disposition made on the basis of the present law in regard to their business by their representatives, employees, or other workers, on the ground that the violation was not conducted under their instructions.

Article 25. The penal regulations to be applied on the basis of the present law or orders issued on the basis of the present law shall be applied, in the case of juridical persons, to the directors (riji), directors (torishimariyaku), or other officials executing the business of the juridical persons and in the case of minors or incompetent persons, to their legal representatives. However, an exception is made in regard to the minors who have the same capability as adults concerning their business.

Supplementary Rules

The date for the enforcement of the present law shall be determined by Imperial ordinance.

Persons who are actually engaged in the aircraft manufacturing industry or who have succeeded to the aircraft manufacturing enterprises of some other persons, at the time of the enforcement of the present law, may be engaged in the industry, in spite of the provisions of Article 2, for only one year from the day of the enforcement of the present law.

When persons who fall under the foregoing paragraph have applied for the permission as mentioned in Article 2 within the period as specified in the foregoing paragraph, they may continue engaging in the industry pending a decision on the issuance or non-issuance of the permission applied for.

When persons who fall under the second paragraph have obtained the permission in accordance with the provisions of Article 2, they shall be regarded as having obtained the permission from the year of the commencement of their enterprises and accordingly the provisions of Article 9 shall be applied to them only in regard to that portion which follows the day of the granting of the permission.

The provisions of Article 11 shall not be applied in regard to the imports made by persons who fall under Paragraph 2 before they obtain the permission in accordance with the provisions of Article 2.

APPENDIX III

LICENSED AIRCRAFT MANUFACTURERS

The following list shows the aircraft firms licensed under the Aircraft Industry Manufacturing Law of 1938, their capitalization, location of factories, activity for which licensed (1 - Complete airplanes; 2 - Assembly of planes; 3 - Airframes; 4 - Engines; 5 - Propellers) and their production for the year ending 30 June 1940.

Mitsubishi Jukogyo (Mitsubishi Heavy Industries Co.) Yen 120,000,000. (Not exclusively an aircraft firm). Factories at Nagoya. Licensed for 2, 3, and 4. Production 475 airframes, 1380 engines, chiefly for the Navy.

Nakajima Hikoki (Nakajima Aircraft Co.) Yen 50,000,000. Airframe factory at Ota, Gumma Pref. Engine factory at Tokyo. Licensed for 2, 3, and 4. Production 545 airframes, 1380 engines. Next to Mitsubishi in size and importance.

Kawasaki Kokuki Kogyo (Kawasaki Aircraft Engineering Co.) Yen 50,000,000. Factories at Kobe (airframes and engines) and at Kamigahara (engines). Licensed for 2, 3, and 4. Production 135 airframes, 135 engines.

Aichi Tokai Denki (Aichi Clock and Electric Engineering Co.) Yen 30,000,000. (Not exclusively aircraft). Factory at Nagoya. Licensed for 1. Production 90 airframes, 230 engines.

Tachikawa Hikoki KK (Tachikawa Aircraft Co.) Yen 25,000,000. Factories at Tachikawa, Tokyo Pref. Licensed for 2 and 3. Production 210 airframes, 90 engines.

Tokyo Gasu Denki Kogyo KK (Tokyo Gas and Electric Engineering Co.) Yen 36,000,000. (Not exclusively aviation). Main factory at Omori, Tokyo Pref. Branch factory at Haneda (Tokyo). Licensed for 2, 3, and 4. Production 35 airframes, 380 engines.

Kawanishi Kokuki KK (Kawanishi Aircraft Co.) Yen 15,000,000. Factory at Naruo (Kobe). Licensed for 2, 3, 4, and 5. Production 60 airframes, 250 engines.

Watanabe Tekkosho (Watanabe Iron Works.) Yen 15,000,000. Factory at Fukuoka. (Not exclusively aircraft). Licensed for 2 and 3. Production 95 airframes. Probably also casts engine blocks for engine manufacturers.

Nippon Kokuki (Japan Aircraft Co.) Yen 5,000,000. Factory at Yokohama. Licensed for 2 and 3. Production 25 airframes.

Sumitomo Kinzoku Kogyo KK (Sumitomo Metal Industry Co.) Yen 100,000,000. (Not exclusively aircraft.) Factory at Osaka. Licensed for 5. Production not known, but the plant probably became one of the principal suppliers of propellers.

Nippon Gakki Seizo KK (Japan Musical Instrument Manufacturing Co.) Yen 8,750,000. (Not exclusively aircraft.) Main factory at Hamamatsu. Branch factory at Yokohama. Licensed for 5. Definite production figures lacking. The plant is the oldest propeller factory in Japan, and probably divided with Sumitomo the bulk of the production.

Showa Hikoki Kogyo KK (Showa Aircraft Engineering Co.) Yen 30,000,000 (7,500,000 p. u.). Factories at Tokyo and Heijo. Licensed for 2, 3, and 4. Production 10 airframes (organized in 1938 -- had difficulty getting initial equipment from abroad).

Nippon Koku Seisakusho KK (Japan Aviation Engineering Co.) Yen 3,000,000. Factory at Hiratsuka, Southwest of Yokohama. Licensed for 2, 3, and 5. (Organized in 1937 primarily as a propeller factory).

Tokyo Ishikawajima Zosenjo (Tokyo Ishikawajima Dockyard Co.) Yen 16,000,000. (Not exclusively aircraft). Factories at Tokyo and Yokohama. Licensed for 4. Production estimated at 300 engines -- association with and contiguity to Japan Aircraft Co., increases its strength as a potential producer).

Source: M/A Tokyo #9749. March 27, 1937 - RS 2085-680; Annual Aviation Intelligence Report 1940, 9505.
BFDC Japan: File 15720

Excerpts, pages II-101; II-112; II-113; II-114 - II-124;
II-161 - II-169.

Ref Doc 864

辯護團側文管第八六四 部外秘

／原文一頁／

國務省

中間調査及情報局

調査及分析課

調査及分析第二五五八ノ二

日本軍需生産工業 第二部

航空機工業

記述

日本航空機工業ノ檢討―主トシテ企業組織
及政府ニ依ル統制ノ歴史。此ノ工業ノ生産
能力及技術上ヨリ見たル状況ヲモ檢討ス

一九四五年十月三十一日

二、航空機工業

1、航空機ノ生産―外形上及技術的諸相

航空機ハ日本ノ軍需生産計畫中最モ急ヲ要ス
ルモノデアル。一九四一年後ハ、或ハ工場ヲ
新設シ又新生産設備ヲ施シ、或ハ戰時計畫上
緊要度ノ低キ工場ノ能力ヲ擴張シ、或ハ勞務

Ref Doc 864

及材料資源ヲ航空機計畫ニ轉換シ、以テ工場生産高ノ増加ノタメニ異常ナル努力ガナサレタ。コノ刺戟ニ依リ日本ニ於ケル航空機ノ生産ハ急激ニ増加シタガ生産高ハ米國合衆國ノ生産ニ比シテ倍ニ少イモノデアツタ。其ノ米國合衆國ノ生産高ハ一九四四年ノ末頃ニハ月産約八、〇〇〇機以上ニ達シタ。

／原文二頁／

第三表 日本航空機生産状況ニ關スル公式日本報告及米國合同目録圖ノ判官

同 盟

／W・D・M・H・S・／
ダブリュ・ディ・エム・ディ・エス・
「一九四五年八月三十日、
航空機（戦闘機ノミ）」

（一九四五年九月四日、各種型式）

最低	一九四一年十二月一	五五〇	四二八
	一九四二年十二月一	一〇五四	八〇三
	一九四三年十二月一	二〇九六	一四四八
最高	一九四四年六月一	二八五七	二〇三四
	一九四四年十二月一	二二〇四	二四五〇
	一九四五年七月一	一〇〇三	一八五〇

注意。練習機及偵察機ヲ總生産航空機ノ約二十五「パーセント」トセバ米國ノ判斷ト日本ノ公式報告トハ一九四四年十二月マデハ大體合ツテキル。

Ref Doc 864

其ノ際ノ日本側ノ數字ハ米國ノ最も正シイ
判斷ニ比シ餘リニ低過ギルヤウニ考ヘラレ
ル。

一九四四年ノ彼ノ國航空機生産ノ標準ヲ遂行スル
タメニハ日本ハ七五〇・〇〇〇人以上ノ勞務者ヲ
使用シテ居ツタモノト信ゼラレテ居ル。コノ數字
ノ内約八分ノ一ハ婦人デアツタモノト考ヘラレテ
來タ。

(調査及分析第二二七一、日本人口ノ産業分布ヲ
見ヨ)。

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2、航空機工業概略

一 略史

日本航空機工業ノ起源ハ第一次世界戦争ト
同時デアル。コノ戦争ノ少シ前、日本ハ歐羅
巴ニ於ケル空中戦技進研究ノタメ陸海軍々人
ヲ佛國ニ送ツタ。一九一七年カラ一九一八年
ニ直リ中島、三菱ノ二民間會社及陸海軍工廠
カ先ツ航空機工場ヲ建テタ。是等工場ハ、日
本ガ技術的ニ進レテ居タタメ、外國ノ規模ニ
見倣ツタモノデアツタ。斯ク外國ノ英、米、

PURL: <http://www.legal-tools.org/doc/4ffcca/>

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三 政府ノ奨励・航空機製造事業法

航空機工業ニ就テノ政府ノ関心ナキ關心ハ
近年強マツタ。×××××其ノ結果能力モ疑
ハシク信用モ損ケナイ航空機製作業者等ガ日
本ノ各地ニ移出シタ。算計登上ニ於ケルコノ
工業ノ重要ナルト其ノ統制ノ必要ナルコトヲ
感シタ政府ハ一九三八年、航空機製作事業法
ヲ制定シテ、機体ノ重量三五〇瓩ヲ超ユルモ
ノ及發動機ノ荷程容量三五〇〇立方瓩ヲ超ユルモ
ノ、製作ニ従事スル會社ハ總テ政府ノ認可ヲ
要スルコト、シタ。而シテ資本金三百萬圓ヲ
超エ、年産機管百機以上ハ生産機或ハプロベ
ラ三百基ノ能力ヲ有スル會社ノミガ認可セラ
レタ。生産上ニ於ケル政府ノ統制ノ代償トシ
テ、認可ヲ受ケタ會社ハ多額ノ奨励金ヲ受ケ、
免稅及輸入上ノ特權ガ與ヘラレル便宜ガアツ
タ。コノ法律ノ特ニ規定スル點ハ以下ノ通り
デアル。

政府ノ統制

- (I) 政府ハ仕樣會ヲ決定シ、飛行機ト部品ノ
價格條件及供給ヲ統制シ、會社ヲ或ハ合併
或ハ解散シノ原文四頁ノ又ハ是等會社ノ生
産品ノ全部或ハ一部ヲ他ニ移シ、中止シ、
或ハ一時停止スルコトカ出來ル。

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四頁

(ii) 政府ハ皇條令ニ基キ工場擴張、製法研究、技術者養成、他工場トノ協力、資材ノ貯藏、工場、従業員又ハ設備ノ徵用、警備及ビ防諜ニ關シ訓令ヲ發スルコトヲ得

(iii) 土地ハ工場或ハ飛行場ノ用地ニ備置スルコトヲ得

製造業者ノ特典

(i) 政府ハ製造業者ニ損失ヲ補償ス

従前日本ニ於テ製造サレザル飛行機部分品及材料ニ對シテハ奨励金ヲ交附サル

(ii) 製造業者ハ一定ノ條件ニヨリ六箇年間所得税營業收益税、地方税ヲ免除セラル該工業用ノ器具ノ輸入税ハ五箇年間廢止セラル

(iii) 工場擴張ノ爲ノ資本増加及設備購入ノ爲ニ法定限度ヲ超ユル社債ノ發行ヲ爲スコトヲ得

雜項

(i) 航空機製造及組立ニ對シ許可ハ箇々ニ發セラ

ル
(ii) 航空機技術委員會ハ逓信大臣ノ下ニ二十名ノ委員ヲ以テ組織セラル。本委員會ハ航空機ノ規格化ヲ主タル目的トス。政府ノ規定ニ違反セル會社ハ五百圓ヨリ二千圓迄ノ罰金ニ處テ

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五頁

ラル（上述、法律、本文附屬第二。／？／參照）

4 生産ノ集中

此等ノ措置ニ對シなケラレタル理由如何ニ依ラズ總テノ軍用航空機、外ニ民間航空器用ノ比較的少數ノ航空機ノ製造ハ十四ノ許可會社ノ手ニ集中セラレタ。〔當初ノ許可會社十四社ニ關スル詳細ニ就テハ附圖II f 參照〕此等ノ會社ハ機體全體發動機及プロペラ等ノ製造ニ付許可サレタ。他ノ製造業者ニ對スル組立部品ノ下請モ獎勵セラレタ。

5 官設造兵廠

許可ヲ受ケタル民間會社ノ製造ニ加フルニ廣額須加、佐世保等ノ海軍航空機工場ハ少クトモ多少ノ生産能力ヲ有シタ。最近此等ハ其活動ヲ主トシテ研究、實驗、試験及追ツテ發展スル民間大量生産ニ對スル規範型ノ製作ニ限定シタト信ゼラレテキル。 11

佐世保ハ軍發動機フロート型戰艦機ヲ生産シタ。大村ハ發動機ノ製作及航空機組立ヲ有シタ東京府ノ立川陸軍航空廠ニ付テモ一言ヲ要スル。同廠ハ航空機全生産中其一部少數ノモノ

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ヲ擔當セル一方新型ニ關スル重要研究ヲシテ
居タ。 1-

然シ此等ハ又民間ニ發展シタ航空機ノ發動機
ノ大量生産ヲシテ居タ。一、j u d y 一機發動
及新中島ホマレノ？ノ發動機ハ廣工場ニ於テ
製造セラレタ。

6. 許可會社ノ性質

許可會社ニハ二種ノ型ガアツタ。一ツハ綜合
會社、一即チ其製作スル航空機ノ主母ナル部
分品ノ大部分ヲ自工場ニ於テ製作スル會社
デアール。他ハ特種ノ航空機部分品ヲ專問的ニ
製作シテキタ。最も重要ナル綜合會社ハ三菱
重工業、中島飛行機、川崎航空機及愛知時計
電機會社等デアツタ。三菱及中島ハ日本航空
機ト最モシバ々々關聯ヲ持ツ二ツノ名稱デア
ツタ。大部分ノ航空機ハ各種ノ製造所ヨリノ
部分品ニテ組立テラレタガ最終源頭ハ三菱中
島兩社ノモノヲ附セラレタ。此ノ如キ會社ハ
通常若干ノ製作工場ヲ傘下ニ抱擁シテキタ。
他ノ許可會社ハ反對ニ高度ニ專問化サレタモ

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六頁

ノトシテ知ラレテキタ。佐及金「及日本集」
ハ各種ノ型ノ航空機ノプロベラヲ製作シタ。
石川島航空工業及日立航空機ハ小規模ニ機
機ヲ製作シタ。後者ハ主ニ練習機ノ發動機ヲ
製作シテキタ。渡邊鐵工所ハ獨立部ヲ製作
スル一方恣ラク航空機ノ上立ニ従事セシモノ
トシル。昭和飛行機工業ハ米國ヨリ二號（
一四七）ヲ模倣セル艦艇機ヲ製作シタ。

研究及發達

日本製航空機ハ研究設計及ビ試験ニ適當ナル
施設ヲ爲スニ非ラザレバ外國品ニ致年ノ後レ
ヲトレル状態ヲ繼續スベキコトヲ知ツテ政府
ハ一九一八年東京帝國大學指導ノ下ニ航空研
究所ヲ創立シタ。實業研究所ハ同時ニ陸海軍
航空部ニヨリ創立セラレタ。民間大製造業
者ハ陸軍又ハ海軍ノ何レカ、マレニハ双方ノ
爲ニ慚ク目已ノ研究及設計部ヲ有ツテキタ。
陸海軍ハ航空機會社ニ在リ新航空機ノ實驗ト
發展ニ關シ大ナル要求ヲ爲シ且ツ實施セル實
績ニ對シ之ニ報ユル爲ノ在又ヲ刺激ツルコト
ニ努力シタ。理論上ハ此等ノ領テノ機關ハ日

六頁

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六頁

本ノ航空ノ進歩ノタメ密接ナル協調ノ下ニ活動スベキモノデアツタ。壽寅ハ相互間ノ連絡ヲ缺キ居リシモノノ如ク政府ハ之ヲ匡正スル爲メ一九三八―三九年度預算ニ於テ逕信省航空局ノ下ニ中央航空研究所ヲ創設スル爲五拾萬圓ノ基金ヲ計上シタ。其目的ハ疑モナク從來ヨリ新ラシク且優レタル施設ヲナス外航空關係ノ總元ノ研究連絡ノ爲メ一ツノ貴高中只統合機構ヲ設クニアツタ。此全計畫ノ費用ハ一億三千萬圓デアツタ。

(a) 一九四一年(昭和十六年)ニ活動セル組織

(一) 航空研究所

廟場ニ所在ス東京西郊山手線澁谷驛ヨリ西方一マイルノ地其ノ仕業ハ最初純粹ナル科學的研究ニ限ラレタルモ次テ其發見ヲ現實ノ航空機設計ニ實際ニ應用スルコトトナツタ。十二ノ部門ガアツテ、即チ物理、化學冶金學、資材、風洞作業、發動機、航空機構造、機械生理學、構造ダイゼン機具及プロペラー等ヲ夫々分擔シタ。

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表加ハ一九三九年ニハ新式ト製ハシタガモワ
既ニ外國デ使用サレテキタモノニハ考慮サレ
テキタ。此ノ研究所ノ重要ナル仕事ノ若干ハ
デイズル機ノ方面デアツテ其設計ハ製作
ノ篇三度ヘ引渡サレ一九三七年度ニ東京カラ備
敦マデ飛行シタ長距離「静風」號ノ設計ニモ
採リ入レラレタ。

× × × × × × × ×

該省ハ航空機ニ對シ重點ヲ置キ此ノ方策ヲ
遂行スルタメニ創設サレタモノヲ航空機及關
係事業ニ關シ陸海軍兩省カラ兩省ノ從來ノ行
收上ノ業務一切ヲ接收シテ航空兵器局カ同省
内ニ創設サレタ。此ノ事はハ一九四四年一月
十五日附ヲ以テ實施サレタガ此レハ責任ノ重
多ト謂フヨリムシロ力ヲ示スモノノ如クニ
ミヘタ。其ノ理由ハ同局ハ主トシテ陸海軍將
校ニ依ツテ占メラレカ機ニナツテキタカラテ
アル。陸軍中將遠藤三郎ガ同局ノ長官ニ任命
サレタ。

(二) 航空兵器局ハ 半官的組織を組合

此新設省ガ業務ヲ開始シタトキ航空機生産ニ

Ref Doc 8664.

同スル運輸ラ計ル航空工業會ガ一九四四年一
月十六日ニ組織サレタ。同會ノ組織サレタコ
トハ日本政府ガ指令ラ統一シ且ツ重工業主義ノ
一元化ヲ計ツテ航空工業ノ増大ヲ希望シタ
コトラ表示シタ。同會及其ノ前ノ工業ニ於ケ
ル同福ノ者ニ關スル細目制限ハ一九三八年ノ
國家總動員法、特ニ一九四一年九月一日附主
長官獎勵令カラ待タモノデアル。

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軍需省ト半官航空工業會同ノ業務區分ハ左ノ通り
デアツタ。該省航空兵務局ハ同會ヘ託スベキ總指
的生產目錄ヲ立案シタ。次ニ同會ハ、生産統制所
要資金、材料及勞務等ノ供給及同會員事業同ノ
生産ノ協定制當ニ關シ、ソノ分野内ニ於テ責任
ヲ負擔シタ。ソノ半官的名稱及性格ニ拘ラス、同
會ハ事業上此ノ分野ニ於ケル事業指導者ニ依ツテ
支配サレ、本質的ニハ全ク一般ノ商業機關デアツ
タ。斯ル支配ノ性質ハ同會ノ歴史ノ上ニ又ソノ職
員ヲ分析スルコトニ依リ明カニサレル。

× × × × ×

附 錄

航空機製造事業法

(一九三八年三月十一日ノ官報ヨリ採リタル全
文ノ譯文)

第一條 本法ニ於テ航空機製造事業ト稱スルハ命
令ヲ以テ定ムル航空機又ハ其ノ機體、發動機若ク
ハプロペラノ製造ヲ爲ス事業ヲ謂フ。

前項ノ事業ヲ營ム者ノ爲ス航空機ノ部分品若ク
ハ附屬品ノ製造其ノ事業者ノ用フル航空機材料ノ
製造又ハ航空機ノ修理ハ之ヲ當該事業ノ一部ト見
做ス。

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第二條 航空機製造事業ヲ營マントスル者ハ政府ノ許可ヲ受クベシ

第三條 前項ノ許可ヲ受ケタルコトヲ得ベキ者ハ帝國法令ニ依リ設立シタル株式會社ニシテ其ノ株主ノ半數以上、取締役ノ半數以上、資本ノ半額以上及議決權ノ過半數ガ帝國臣民又ハ帝國法令ニ依リ設立シタル法人ニ屬スルモノニ限ル。

前項ノ法人ハ其ノ社員、株主若クハ業務ヲ執行スル役員ノ半數以上、又ハ資本ノ半額以上若クハ議決權ノ過半數ガ外國人又ハ外國人ニ屬セザルモノナルコトヲ要ス

前項ノ許可ヲ受ケタルモノ前二項ノ規定ニ該當セザルニ至リタルトキハ許可ハ其ノ效力ヲ失フ

第四條 第二條ノ許可ヲ受ケタル會社ハ政府ノ指定スル期間内ニ其ノ事業ヲ開始スベシ

政府ハ正當ノ事由アリト認ムル場合ニ限り前項ノ期間ノ延長ヲ許可スルコトヲ得

第二條ノ許可ヲ受ケタル會社前二項ノ期間内ニ其ノ事業ヲ開始セザルトキハ第二條ノ許可ハ其ノ效力ヲ失フ

第五條 航空機製造事業ヲ營ム會社（以下航空機製造會社ト稱ス）ハ命令ノ定ムル所ニ依リ事業計畫ヲ定メ政府ニ之ヲ提出シ之ヲ變更セムトスルトキ亦同ジ

政府必量アリト認ムルトキハ事業計畫ノ變更ヲ命ズルコトヲ得

第六條 政府ハ航空機技術職員官ノ制ヲ置テ航空機ノ機體、燃料、プロペラ、部分品、材料又ハ附屬品ニ付其ノ規格ヲ定ムルコトヲ得

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航空機製造會社ハ前項ノ規定ニ依リ製造ヲ定メ
タルモノニ付テハ規格ニ適合スルモノニ非ザレバ
之ヲ製造又ハ使用スルコトヲ得ズ、但シ（之ノ製
造又ハ使用ニ關シ）政府ノ許可ヲ受ケタルモノニ
付テハ此ノ限りニ在ラス

航空機技術委員會ニ關スル規程ハ勅令ヲ以テ之
ヲ定ム

第七條 航空機製造會社其ノ事業ノ全部又ハ一部
ヲ譲渡シ、廢止シ、又ハ休止セントスルトキハ命
令ノ定ムル所ニ依リ政府ノ許可ヲ受クベシ

航空機製造會社ノ合併又ハ解散ノ決議ハ命令ノ
定ムル所ニ依リ政府ノ認可ヲ受クルニ非ザレバ其
ノ効力ヲ生ゼズ

第八條 航空機製造事業ハ土地收用法第二條ノ土
地ノ收用又ハ使用ヲ得ル事業トシ同法ヲ新用ス

第九條 航空機製造會社ニハ勅令ノ定ムル所ニ依
リ第二條ノ許可ヲ受ケタル年及其ノ翌年ヨリ五年
間其ノ事業ニ付所得稅及營業收益稅ヲ免除ス

第十條 北海道、府縣及市町村其ノ他之ニ準スベ
キモノハ前條ノ規定ニ依リ所得稅及營業收益稅ヲ
免除セラレタル航空機製造會社ニハ其ノ免除セラ
レタル事業ニ對シ課稅スルコトヲ得ズ但シ特別ノ
事情ニ基キ政府ノ認可ヲ受ケタル場合ハ此ノ限り
ニ在ラス

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第十一條 航空機製造會社其ノ事業ノ爲必具ナル
器具、機材又ハ材料ヲ政府ノ認可ヲ受ケ輸入スル
トキハ本法施行ノ日ヨリ五年間勅令ノ定ムル所ニ
依リ輸入税ヲ免除ス

(以下次頁へ続く)

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第十二條

航空機製造會社が本邦ニ於テ未ダ製造セラレタルコトナキ航空機又ハ其ノ機体、發動機若ハプロペラノ製造ヲナス場合ニ於テハ政府ハ命令ノ定ムル所ニ依リ豫算ノ範圍内ニ於テ之ニ獎勵金ヲ交付スルコトヲ得。航空機ノ部分品、材料又ハ附屬品ニシテ本邦ニ於テ未ダ製造セラレタルコトナキモノヲ製造スル場合亦同ジ。

第十三條

航空機製造會社ハソノ事業擴張ノ場合ニ於テ政府ノ認可ヲ受ケ其ノ事業ニ關スル設備ノ費用ニ充ツル爲株金全額拂込前ト雖モ其ノ資本ヲ増加スルコトヲ得。

第十四條

航空機製造會社ハ政府ノ認可ヲ受ケ其ノ事業ニ關スル設備ノ費用ニ充ツル爲商法ニ規定スル制限ヲ超エテ社債ヲ募集スルコトヲ得、但シ社債ノ總額ハ拂込ミタル株金額ノ二倍ヲ超エルコトヲ得ズ。最終ノ貸借對照表ニヨリ會社ニ現存スル財産ガ拂込ミタル株金額ニ滿タザルトキハ前項ノ規定ヲ適用セズ。第一項ノ規定ニ依リ募集スル社債ニ付テハ工場適當法ニ依リ會社ノ事業ニ關スルモノヲ適當ト爲スコトヲ要ス。但シ特別ノ事情アル場合ニ

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第十五條

官ニ於テ政府其ノ必要ナシト認メタルト
キハ此ノ限ニ在ラズ。
政府ハ航空機製造官社ニ對シ業務及財産
ノ狀況ニ關シ報告ヲ爲サシムルコトヲ得、
政府ハ航空機製造官社ニ對シ業務及官計
ニ關シ監督上必要ナル命令ヲ發シ又ハ處
分ヲ爲スコトヲ得。政府監督上必要アリ
ト認ムルトキハ當該官吏ヲシテ航空機製
造官社ノ事務所、營業所、工場、倉庫其
ノ物ノ場所ニ臨檢シ業務若クハ財産ノ狀
況又ハ帳簿書類其ノ他ノ物件ヲ檢査セシ
ムルコトヲ得、此ノ場合ニ於テハ其ノ長
分ヲ示ス證據ヲ拂寄セシムベシ。

第十六條

政府ハ公益上必要アリト認ムルトキハ航
空機製造官社ニ對シ航空機又ハ其ノ機件
發動機若ハプロペラノ原賣價格若ハ販賣
條件ノ變更ヲ命ジ又ハ何等製品ノ供給ニ
關シ必要ナル事項ヲ命ズルコトヲ得。

第十七條

政府ハ軍事上必要アリト認ムルトキハ航
空機製造官社ニ對シ左ノ各號ニ掲グル事
項ヲ命ズルコトヲ得、政府公益上必要ア
リト認ムルトキ第一號乃至第五號ニ掲グ
ル事項ニ付亦同シ

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- 一 航空機ノ損壊又ハ改良
- 二 政府ノ指定スル航空機又ハ其ノ機体、
發動機若ハプロペラノ製造
- 三 航空機ニ關スル特殊事項ノ研究又ハ特
殊設備ノ施設
- 四 航空機又ハ其ノ機体、發動機若ハプロ
ペラノ製造技能者ノ養成
- 五 航空機又ハ其ノ機体、發動機若ハプロ
ペラノ製造ニ關シ設備ノ共用其他他ノ航
空機製造會社ニ關スル協力
- 六 航空機用材料ノ保有
- 七 従業者又ハ工務其ノ他ノ設備ノ政府ニ
對スル供用
- 八 特殊ナル事業計畫ノ決定又ハ其ノ計畫
ニ付必要ナル演練
- 九 工場ノ警備又ハ防諜上必要ナル施設
- 十 航空機ニ關スル資料ノ提出
- 十一 前各號ニ掲グルモノヲ除クノ外特ニ必
要ナル事項
- 前項第一號乃至第四號又ハ第六號乃至第
十一號ノ命令ニ因リ生ジタル損失ハ前令
ノ定ムル所ニ依リ政府之ヲ補償ス。前項ノ補償ヲ伴フベ
キ命令ハ之ニ因リ要スベキ補償金ノ總額

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第十八條

ガ帝國議會ノ協賛ヲ經タル金額ヲ廻エザ
ル範圍内ニ於テ之ヲ爲スコトヲ要ス。
第一項第五號ノ場合ニ於テ費用ノ負擔ニ
付當事者間ニ協議調ハザルトキハ政府之
ヲ裁定ス、裁定ニ對シ不服アル者ハ裁定ノ通知ヲ
受ケタル日より三月内ニ通常裁判所ニ出
訴スルコトヲ得。

第十九條

政府第十六條若ハ前條第一項第一號ノ命
令又ハ前條第二項ノ補償金額ノ決定ヲナ
サントスルトキハ勅令ニ別段ノ規定アル
場合ヲ除クノ外航空機製造事業委員會ノ
議ヲ經ベシ。
航空機製造事業委員會ニ關スル規定ハ勅
令ヲ以テ之ヲ定ム。

第二十條

航空機製造管征本法若ハ本法ニ基キテ發
スル命令又ハ之ニ基キテ爲ス處分ニ違反
シタルトキハ政府ハ其ノ業務ヲ停止シ若
ハ制限シ、第二條ノ許可ヲ取消シ又ハ取
締役若ハ其ノ職務ヲ行フ監督役ノ解任ヲ
爲スコトヲ得。

航空機ノ部分品、材料又ハ附屬品ノ製造
事業ニシテ第一條ノ航空機製造事業ニ屬
セザルモノニ關シテハ勅令ノ定ムル所ニ

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第二十一條

依り本法ヲ準局ス。

第二條ノ規定ニ違反シ許可ヲ受ケズシテ航空機製造事業ヲ營ミタル者ハ五千圓以下ノ罰金ニ處ス。

第二十二條

左ノ各號ノ一ニ該當スル者ハ二千圓以下ノ罰金ニ處ス

一 第五條第一項ノ規定ニ違反シテ事業計畫ノ届出ヲ爲サズ又ハ届出テタル事業計畫ヲ實施セザル者

二 第五條第二項ノ規定ニ依ル變更命令ニ違反シテ事業計畫ヲ實施シタル者

三 第七條第一項ノ規定ニ違反シテ事業ヲ譲渡シ、廢止シ又ハ休止シタル者

四 第十六條又ハ第十七條第一項ノ規定ニ依ル命令ニ違反シタル者

第二十三條

左ノ各號ノ一ニ該當スル者ハ五百圓以下ノ罰金ニ處ス

一 第十五條第一項ノ規定ニ依ル報告ヲ爲サズ又ハ虚偽ノ報告ヲ爲シタル者

二 第十五條第二項ノ規定ニ依ル命令又ハ處分ニ違反シタル者

三 第十五條第三項ノ規定ニ依ル官署官吏ノ臨檢検査ヲ拒ミ、妨テ若ハ忌避シ又ハ

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第二十四條

其ノ質問ニ對シ答辯ヲ爲サズ若ハ虛偽ノ陳述ヲ爲シタル者。

航空機製造官証ハ其ノ代理人、雇人其ノ他ノ従業者ガ其ノ業務ニ關シ本法若ハ本法ニ基キテ發スル命令又ハ之ニ基キテ爲ス處分ニ違反シタルトキハ自己ノ指揮ニ出テザルノ故ヲ以テ其ノ處罰ヲ受ルルコトヲ得ズ。

第二十五條

本法又ハ本法ニ基キテ發スル命令ニ依リ適用スベキ罰則ハ其ノ者ガ法人ナルトキハ理事、取締役其ノ他ノ法人ノ業務ヲ執行スル役員ニ、未成年者又ハ禁治產者ナルトキハ其ノ法定代理人ニ之ヲ適用ス但シ營業ニ關シ成年者ト同一ノ能力ヲ有スル未成年者ニ付テハ此ノ限ニ在ラズ。

附 則

本法施行ノ期日ハ前令ヲ以テ之ヲ定ム、本法施行ノ除現ニ航空機製造事業ヲ營ム者又ハ其ノ事業ヲ繼承シタル者ハ本法施行ノ日より一年ヲ限リ第二條ノ規定ニ拘ラズ其ノ事業ヲ營ムコトヲ得。

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第十三頁

前項ニ掲グル者前項ノ期間内ニ第貳條ノ許可ヲ申請シタル場合ニ於テ其ノ申請ニ對シ許可又ハ不許可ノ處分ノ日迄其ノ事業ヲ營ムコトヲ得。

第九條ノ規定ハ第貳項ニ掲グル者が第貳條ノ許可ヲ受ケタル場合ニ於テハ事業開始ノ年ヲ以テ第二條ノ許可ヲ受ケタル年ト看做シ許可ノ日以後ノ分ニ付テノミ之ヲ適用ス。

第十一條ノ規定ハ第貳項ニ掲グル者が第貳條ノ許可ヲ受ケタル前ニ於テ爲ス輸入ニ付テハ之ヲ適用セズ。

附屬書第II f

指定航空機製造業者

一九三八年ノ航空機製造事業法ニ基ツキ許可ヲ受ケタル航空機製造會社、其投下資本、工場ノ位置、許可サレタル事業
(一)航空機完成品。ニ航空機ノ組立。
三航空機ノ機体。四發動機。五プロペラ。
及ヒ一九四〇年六月三十日ヲ以テ終ハル
年度ニ對スル其生産高等ハ次表ニ示ス通
リ。

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第十三頁

三菱重工業、（三菱重工業株式會社）
壹億貳千萬圓。（航空機事業會社ニアラ
ズ。）工場。名古屋。二、三及ヒ四ニ
對シ許可サル。生産高、航空機々々四七
五、發動機一三八〇。主トシテ海軍用。

中島飛行機（中島飛行機株式會社）。
五千萬圓。機体工場。群馬縣太田。發
動機工場。東京。二、三及ヒ四ニ對シ許
可。生産高。機体五四五。發動機一三八
〇。規模及ヒ重要性ニ於テ三菱ニ次グ。

川崎航空機工業（川崎航空機工業株式
會社）。
五千萬圓。工場。神戸（機体及ヒ發動機、
外ニ各務ヶ原 / KAMIGAHARA / （發動機）
二、三及ヒ四ニ對シ許可。生産高。機体
一八五、發動機一三五。

愛知時計電機（愛知時計電機工業株式
會社）。
參千萬圓。（航空機事業ニアラズ）。
工場。名古屋。一ニ對シテ許可。生産高
機体九〇。發動機二三〇。

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第十三頁

立川飛行機株式会社。

貳千五百萬圓。工場。東京都下、立川。
二及ヒ三ニ對シ許可。生産高。機体二一
〇、發動機九〇。

東京瓦斯電氣工業株式会社。

參千六百萬圓。(航空機專業ニアラズ)。
本工場東京都下大森。分工場羽田(東京)。
二、三及ヒ四ニ對シ許可。生産高。機体
三五。發動機三八〇。

川西航空機株式会社。

壹千五百萬圓。工場鳴尾(神戸)。二、
三、四及ヒ五ニ對シ許可。生産高。機体
六〇。發動機二五〇。

阪神鐵工所。

壹千五百萬圓。工場福岡。(航空機專業
ニアラズ)。二及ヒ三ニ對シ許可。生産
高。機体九五。恐ラク發動機製造業者用
トシテ發動機部品ヲモ製作シタルモ
ノト看ラル。

第十四頁

日本航空機株式会社。

五百萬圓。工場横濱。二及ヒ三ニ對シ許

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第十四頁 可。生産高。機体二五。

住友金工工業株式会社。

億圓。(航空機專業ニアラズ)。

工場大阪。五ニ對シテ許可。生産高不詳。

但シ右工場ハ恐ラク主妥フロベラ供給者

ノ一ツトナリシモノト看ラル。

日本樂器製造株式会社。

八百七十五萬圓。(航空機專業ニアラズ)。

本工場横浜。分工場横浜。五ニ對シテ許

可。生産高ノ的確ナル以テナシ。右工場

ハ日本ニ於ケル最古ノフロベラ工場ニシ

テ、恐ラクフロベラ生産ノ大部分ヲ住友

ト分擔セルモノト看ラル。

昭和飛行機工業株式会社。

參千萬圓(七百五十萬圓拂込済)。

工場東京及ヒ平塚。二、三及ヒ四ニ對シ

許可。生産高機体一〇(一九三八年創立

一海外ヨリ初期施設用機材取寄ニ困難セ

リ)。

株式会社日本航空製作所。

參百萬圓。工場横浜ノ南西方平塚。二、

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第十四頁 三及ヒ五ニ對シ許可。(一九三七年創立、
元來フロベラ製造工場トシテ成立ヲ見タ
ルモノ。)

東京石川島造船所。
壹千六百萬圓。(航空機專業ニアラズ)。
工場東京及ヒ横浜。四ニ對シテ許可。生
産高發動機參〇〇台ト推定サレ日本航
空機台社トノ提携連絡ニ依リ潛在的生産
者トシテ有力トナル。

典 據。 M/A 東京第九七四九號。
一九三七年三月二十七日 I R S 二〇八五
一六八〇。一九四〇年度航空情報年報、
九五〇五。 B F D C 日本、綴一五七二〇、
拔萃、II 一〇一、II 一一二、II 一一三、
II 一一四、II 一二四、II 一六一、II 一
六九頁、